



ESSEX INSTITUTE

PRESENTED BY

The Library Committee shall divide the books and other articles belonging to the Library into three classes, namely, (a) those which are not to be removed from the building; (b) those which may be taken only by written permission of three members of the committee; (c) those which may circulate under the following rules.

Members shall be entitled to take from the Library two folio or quarto volumes, or four volumes of less size, upon having them recorded, and promising to make good any damage they sustain while in their possession, and to replace the same if lost, or pay a sum fixed by the Library Committee.

No person shall lend any book belonging to the Institute, excepting to a member, under a penalty of one dollar for each offence.

The Library Committee may allow members to take more than the allotted number of books upon a written application.

No person shall retain any book longer than four weeks from the Library, if notified that the same is wanted by another member, under a penalty of five cents per day, and no volume shall be retained longer than three months at one time, under the same penalty.

The Librarian shall have power, by order of the Library Committee, to call in any volume after it has been retained by a member for ten days.

On or before April fifteenth, all books shall be returned to the Library, and a penalty of five cents per day shall be imposed for each volume detained.

No book shall be allowed to circulate until one month after its receipt.

Received

M 656
1792B

only 17

1 2 3 4 5-6 7 8 9 10
 656 1792 B

1 2 4 8 16 32 64 128 256 512 1024
 12 13 14 15 16 17

1424 - 2848 + 5696 - 11392 - 22784 - 45568 - 91136

10 18 20 21 22
 182372 - 364744 - 729488 - 1458976 - 2917952

503892 23
 1167000 24
 23343616 25
 43607232 26
 87374464 27
 174348928 28
 348697856 29
 697395712 30

Handwritten signatures and initials

George Gordon
A. Evans

676
 1394797424 31
 1394797424
 3083192272
 40226510104
 1394797424
 1394797424
 5839109696
 2709594048
 5839109696
 9603501968
 12144146016
 9603501968
 5839109696
 12144146016
 4194191272
 1394797424

1942200060047235776
 3084576 26094471882
 11. 12. 13. 14. 15. 16. 17.

Murry. — He gave such provocation as I could not have been silent
about. —

Mr. A — You hear Mr. Waine? I now desire You to ask my
pardon before Mr. Murry, or to give me satisfaction
in another manner this instant.

Mr. W. I will not! I cannot think of fighting a man who has
been used to practise a Pistol — I don't like to be shot
at like a bird. —

Mr. Alms — That's nonsense Sir. here are two pistols, take Your
choice of them, load them Yourself, You shall have every
advantage I can offer, but as You have refused to make
atonement for the offence, You must fight me. —

Mr. W. — I cannot. —

Mr. A — Then Sir You are a Coward, a Dastardly
Coward! Mr. Murry You hear what I say. I call
Mr. Waine a Coward, who would dare affront a gentleman,
and refuse him satisfaction. Mr. W. You are
a Coward, I shall publish this in India. —

Mr. W. Well, if You call me a Coward I shall act accordingly.
(He then left the Cabin).

Since this the Gentlemen have not spoke to each other.

Sunday 20th. We were employed cutting timber and plank. —

Monday 21st. In the same. — Exceeding fine weather.

Tuesday 22nd. Ditto — Schooner watering. —

Wednesday 23rd. Employed variously. In the afternoon, I drew
up the names of the crews of each respective vessel, which
amounted to 244 Persons. Officers de included —

Of which 90 go in the Providence

98 in the Resource

The remaining 54 in the Fanny.

Thursday 24th. Pleasant breeze at N.W., attended with
cloudy weather. Employed watering and wooding the

Providence, and planting the Resource —

Friday 25th. was Christmas day, our situation not permitting us to spare a whole, Capt. Bampton indulged the people with half a day, and gave the artificers, a portion of Mutton or Pork, with some drack, each man. Nor were the ragged gang forgotten. Mr. Alms^{who} had been previously sent to fish, returned in the morning with shal & fish sufficient for all; to this the Captain added a dram. As for ourselves, we fared sumptuously, and altho' the absent were not tasted, I dare say, they were remembered. — I can at least answer for myself.

Saturday 26th. This day our operations were re-assumed. I cannot but perceive the very great partiality the Capt. seems to feel for Mr. Mothraile and the respect which he commands. I think he wants to have respect ready with the Fancij. The visible attention paid her, and the subsequent want of care in Mr. Waine — has thrown the Resource considerably aback. — On examination, I cannot accuse myself of a jealous disposition, but, I think that it would displease me exceedingly to have the attention transferred from me to a junior officer.

Sunday 27th. This morning Capt. Bampton asked me, if I would stay behind with the Resource? I willingly replied I would. — But I believe I showed some inward uneasiness; I had before said I would not sail in her, I now thought that it was unsafe, and that I should run some risk, in short I had made up my mind to avoid sailing in her; but had determined to let no one know this resolution until I had heard the Captain's mind on the subject. His asking me if I would stay, put an entire

stop to, shall I? and I made the sacrifice, which I think the least part of my duty to Capt. Bampton. I am only afraid he discovered some inward uneasiness which I endeavored to conceal, as I know that if he thought any person under him uneasy in their situation he would sooner take it himself than see them unhappy.

Monday. 28th. Rainy disagreeable weather, after having cut two pieces of timber, I went to dinner, and recd. Capt. B's order to cut two knees - which I did immediately. The afternoon pleasant weather.

Tuesday 29th. Unsettled weather the wind fresh at N.W. attended with showers of Rain. Employed as usual - This day cut down 3 pieces of timber and fitted one.

Wednesday. 30th. Fresh gales from the Northward with light showers - After getting 2 pieces of timber fitted, I felled one for the Sudder and cut 3 knees for the Vessels.

Thursday. ^{31st} This afternoon Capt. B. made a division of the Tools and Provisions.

Friday. Jan. 1st 1796. The day was most gloriously ushered in by a quarrel between Capt. Bampton and Mr. Waine, the latter was accused of discontent. Hitherto I have not been let by the Bull dogs of party - whenever I meet one I shew off.

Saturday 2nd. This day was one of the finest in that ~~in~~ ^{of} we have had since our arrival. It proved a day of the greatest importance to me. I have as I mentioned before, been rather unhappy at the idea of being left here - I was afraid of hurting Capt. Bampton's feelings on the subject, as I had every reason to think he wished me to stay, and I knew that the attachment of the people to me, would expedite the work, but Capt. Dell this day assured

me that it was Capt. B^s particular wish that I should accompany him. I therefore complied with his wish, in doing which I did myself a service, as it lessened the painful anxiety which has for sometime past, troubled me.

Sunday 3rd. - Fresh gales of wind from the northward, employed cutting timber for the ~~offell~~ which was launched and fitting pieces for the ~~hoyers~~.

Thursday 7th. We weighed and sailed out of Trille Harbour, we had a very light breeze from the S.E. and the Providence was in company. at 9 Am. we were abreast of Pt. Five fingers, the wind chopping suddenly round to the sea, we were obliged to make 3 boards before we could w. to the Point. The Schooner was astern at 10 o'clock. at 1/2 past 10 we passed Pt. five fingers and ran out into the offing, where, at noon, we brot. too for the Schooner, and at 1 P.M. veered and stood in for her, she was then close under the Fingers. - at 2 she was without them and we veered upon coming up they informed us that they had narrowly escaped, being lost upon the Point. The vessel had misd. sharp, and ^{at} fell calom they could not see her, the tide setting her among the rocks. - A light air, however released them from the painful anxiety which they must have felt.

Where ever I have followed our immortal countryman, Capt. Cook, I have never been so presuming as to aim at description, he has left very little to be done at any Port, or on any Coast he ever visited, but, for the information of the few friends I have, and as memorandums to myself, should I again visit this part of the world; I think my efforts will not appear altogether blameable; as the observations I make, are such as Capt. Cook, had not an opportunity of knowing, or such as he would have known, had he staid as long, and visited Duskey Bay, as often as I have.

On Captain Cooks description of the Country and the Harbour of Duskey Bay, I find not one error; some things have indeed escaped his notice, which good fortune has pointed out to us, and future Navigators may discover, what we

never said. For an accurate description of Duskey Bay, I should refer to Books 2^d & 3^d Voyage. with the following observations as Additions which I presume will be found of some service.

A Commander unacquainted with Duskey Bay, having a chart of the Harbours before him, would chuse Faile Harbour as the safest and most commodious. In this however he would chuse one of the worst, as I shall endeavour to prove.

At Duskey Bay. The wind blows constantly in the Summer months from the Northward; in Winter, as invariably from the S.W. I never know of an instance of a Southerly gale of wind in Summer, or a Northerly one in the winter season. It therefore becomes necessary to chuse Your Harbour according to the season; in this providence will direct the choice, You will naturally chuse an harbour from which You may with ease get to Sea - in this case, I know of no better Harbour than Cascade Cove in Winter, or the Reason and little Harbour in Summer, it is necessary to go out, in summer with a northerly wind, as the Southerly ones blow too strong, and throw too much Sea into the sound to admit of a ship working against it; In settled weather, by weighing very early and getting into the sound You may, (and it seldom fails) will get a land breeze from the S.E. about 9 A.M. sometimes sooner the Sea breeze sets in, and if You are after this time, tis fifty to one You ^{do not} get out that day.

But in Winter, You may get out of the S.^e Harbour with any winds - and run out of the North entrance with a southern gale, which I should prefer, as You may get an off sooner than by running out of the S.^e entrance, the land being a promontory, which projects considerably into the Sea -

The great height of the land about Faile Harbour and the immense depth of the valleys, or rather chasms between the hills, cause the wind to come down in heavy gusts, a ship must have good tackle to ride a Northerly gale out, in Faile

Harbour, whereas inside Harbour and the Basin, the passage is neither frequent nor heavy, but the winds are more settled and blow more steadily and with less violence. In no other part of Duskey Bay have I felt the gusts of so much violence as in Haile Harbour.

There are several straggling rocks lying on the Eastern shore of the North Cove which are very dangerous, and the ground in several parts is foul and has considerable overfalls. If any person runs into this Harbour I would advise them to keep close to the west Point and give the other shore a good birth, keeping about $\frac{2}{3}$ of the channel over and run well into the bight to the westward of the Haile Rock, where you may anchor in 14 fms. soft mud, and if you drive here you will haul the anchor up a mud bank.

Then in the offing it is not easy to distinguish Duskey Bay, and I had nearly mistaken it, for we made the land of Cape Mudge, and stood in for the bay until about 2 miles from the shore, when I discovered that we had mistaken this for Duskey Bay; it came on to blow hard soon after and we stood out to sea. Mr. Makers, the mate of the Britannia had been sent by Captain Raven to examine this bay, and reported that it was a very dangerous coast, straggling rocks extending some miles to sea. At the time we veered to starboard we were about $\frac{1}{2}$ mile from shore, and had a small rock, which was the only one we saw, within us, it might be $\frac{3}{4}$ of a mile from the shore, in allowing it so great a distance, I make ^{that} the greatest that can be supposed. The bay seemed to us to have as fair an entrance as Duskey Bay, with this difference that in the North entrance there are several rocky Isles a large Is. lies in the middle, which, with the great similitude this Is. has to five fingers, made me think it Duskey Bay. The South entrance is also much like that of Duskey, but the Seal Isles are farther to the S. From these circumstances I think it highly worth the trouble to examine this bay, as it may afford shelter to ships who cannot fetch Duskey, with a Northerly wind; but from what I have said I would not wish any person to venture too far with a Ship.

The Officer who went to examine this bay, was not a man of the most enterprising genius, I wonder not myself that he did not so clearly determine the truth, and I am led to believe that he never went so far

to see it at all; Suppose he saw the rock which I mentioned, from the boat and as he kept close along shore, it had the appearance of being at a greater distance than it really is. - but for his account of a reef extending from the N. E. across the Bay. I cannot account. We saw not a breaker, but the surf only which runs upon the shore.

The timber which grows here, would answer very well for plank, for the Ship Builder, Joiner, or Cabinet Maker this is the opinion of our Carpenter in the Britannia. He being as well acquainted with its properties as any man of his profession; and the Joiner preferred it to the wood of Port Jackson or the Kauri wood. But I think it would be a task of some trouble, to get a cargo of Spars, sufficiently long for the Masts of Ships.

To procure turpentine, we made several experiments, by tapping, &c but found no method of extracting any, and I believe that none is to be got from them. In the centre of the large Spruce tree grows a gum of a light colour - with streaks of red, this is found to have all the properties of Resin when melted - but it is so hard, and grows in such small quantities, that it would be an endless job to extract sufficient for caulking a ship.

In the Pitch Pine tree, there is no gum of any sort but the bark emits plentifully a transparent resin which has a most agreeable smell, but it would take a man a week to get a Pound of it and would half of that be wasted thro' the moss which mixes with it, and is inseparable from it.

Captain Cook has given so good an ^{description} ~~acc.~~ of the Spruce Fir, that it is impossible to mistake it. But he has not taken any notice of the Pitch Pine - Birch - And large Myrtle.

The Pitch Pine is remarkable for its black bark, which when cut and rubbed with the finger smells agreeably. It generally grows from 20 to 40 feet without branches, and the wood is much like the Norway Pitch Pine, but whiter.

The Birch is only fit for fuel. Its uncommon whiteness would cause it to be preferred for shingles, but it splits with the smallest blow, and of all the woods at Duskey Bay is the least durable. - It grows from a large stump about 50-60 & even 70 feet with branches included. The boughs spread more than

any other tree and the bark is generally white, somewhat resembling the hazel in England.

The Myrtle is not so large, it grows near the water has a red bark, and is known by the smell of its leaf which much resembles the smell of the leaf rose which it is much used. it is of use for turners or Cabinet Makers, Makes excellent Black Paint, and from its hardness may be converted to many uses with which I am unacquainted. There are many other kinds of Wood, which as they scarcely deserve notice, I have not ment. but the American Pine is the best for Naval Purposes and the White for small Ships.



On Sunday I went outside the Barracks at 10 A.M. also a great
 number of the Company sent from Sydney Bay. at 1 P.M. I went
 to the Cape of Good Hope. The whole of the day was fine except
 a little rain in the morning; at 10 the latitude was 34° 30'

On Monday I went to the Cape of Good Hope in company with
 the Surgeon. In the morning we got a distance of the Cape and
 at 10 the latitude was 34° 30' at 1 P.M. the latitude was 35° 30'

1	Barometer	70.0	Thermometer	82°	Wind	Variable
2	Barometer	70.0	Thermometer	82°	Wind	Variable
3	Barometer	70.0	Thermometer	82°	Wind	Variable
4	Barometer	70.0	Thermometer	82°	Wind	Variable
5	Barometer	70.0	Thermometer	82°	Wind	Variable
6	Barometer	70.0	Thermometer	82°	Wind	Variable
7	Barometer	70.0	Thermometer	82°	Wind	Variable
8	Barometer	70.0	Thermometer	82°	Wind	Variable
9	Barometer	70.0	Thermometer	82°	Wind	Variable
10	Barometer	70.0	Thermometer	82°	Wind	Variable
11	Barometer	70.0	Thermometer	82°	Wind	Variable
12	Barometer	70.0	Thermometer	82°	Wind	Variable
13	Barometer	70.0	Thermometer	82°	Wind	Variable
14	Barometer	70.0	Thermometer	82°	Wind	Variable
15	Barometer	70.0	Thermometer	82°	Wind	Variable
16	Barometer	70.0	Thermometer	82°	Wind	Variable
17	Barometer	70.0	Thermometer	82°	Wind	Variable
18	Barometer	70.0	Thermometer	82°	Wind	Variable
19	Barometer	70.0	Thermometer	82°	Wind	Variable
20	Barometer	70.0	Thermometer	82°	Wind	Variable
21	Barometer	70.0	Thermometer	82°	Wind	Variable
22	Barometer	70.0	Thermometer	82°	Wind	Variable
23	Barometer	70.0	Thermometer	82°	Wind	Variable
24	Barometer	70.0	Thermometer	82°	Wind	Variable
25	Barometer	70.0	Thermometer	82°	Wind	Variable
26	Barometer	70.0	Thermometer	82°	Wind	Variable
27	Barometer	70.0	Thermometer	82°	Wind	Variable
28	Barometer	70.0	Thermometer	82°	Wind	Variable
29	Barometer	70.0	Thermometer	82°	Wind	Variable
30	Barometer	70.0	Thermometer	82°	Wind	Variable

2d
 24.10.18

94-3096

0. P. R. H. King is the agent
to alter the constitution.

2 Feb. 1890

Q. Marshall

Mr. P. A. spoke to the land
warden² and to fly the flag
for the night. But he was
in vain as far as the Tanager
H. Mr. The Tanager boat, too,
made the signal for us to follow.
she was about 7 miles in the
windy eye. The good weather
the schooner might ensure this
night a signal which to me

There is a good deal of
work to be done.

31st Dec

I trust myself of sufficient strength to work up to them would take
Days for this effort, and they might run down to us in one
hour and an half.

At 2 P.M. we made the Laysan Islands bearing N 28
W 11 Leagues.

At 6 P.M. the extremes of the Island in sight from
N.E. to N.W. 10. 10. 10. 10.

At 10 A.M. we saw the Island of Laysan. It had
the appearance of an Island. At 1 P.M. the
Westernmost in sight bore N 4 W. Sea calm. At 2 P.M.
the same point bore E.S.E. in view. This point when in
view with the Easternmost which bore E.S.E. 1/2 S. 1/2 E.
At 3 P.M. the extremes of the land bore from N.E. to N.W.
At 4 P.M. the Island bore N.W. 1/2 W. distance of
about 10 miles. Lat. 21° 20' N. Long. 155° 30' W.

Saturday the 10th.

At 2 P.M. without any signals, the Frigate
saw, passed her side and came to. Transported by
want of the necessary necessity we are under of
being to see. It is the intention of Capt. Broughton
to have us send a land vessel to our aid. The
last night of the trip, and, as we have no boats
any little water and few provisions, the present time
should I think be employed of getting these points
in order that we may proceed on our passage.

Employed the whole of this day in procuring
to the Frigate but without success.

Sunday the 11th.

Before writing this the Frigate was at anchor
at 7 P.M. the Frigate got under way and was seen
and informed us that they had landed and were
with the natives, where they represented as friendly. They
are a good number of men but not much of a

any signs of the natives seemed to have gone. After being
the last journey they had made, their houses were the most
formed in the rocks and I saw no canoe or canoe among
among them. The southern point of the bay was by Capt. C.
named Cape Paves in honour of the gentleman who discovered
this extensive bay.

Monday 10th. 18th

At noon the signal was made to leave the bay
which appeared in our view at 4 PM we had entered the
bay the Tanager was at the head of it and the boat
her for the shore. At 6 PM it began to dark and I
of the Tanager. All night we were employed watching the
Tanager and although a light all night we saw none
from her. At day light we discovered the Tanager had left
Bay in the night, a discovery which gave us great concern
for they had left us in a very distant situation. I expected
this would have been the case some time before as Capt. C. had
had to thwart the intention and advice of a man who said he
very moment to leave us to our fate.

At 8 AM standing out of the bay we discovered the
Tanager off the S. E. hauled one anchor.

At 9 AM we had the following bearings on

Go. No.

N. 80° E.

2 Miles

The Tanager in one with the S. E. Cross 2 Miles 1/2

At 11 AM leaving the bay at 11 AM made good
to the Tanager with the Tanager.

Tuesday 11th. 18th

At 10 AM the natives returned in the little
prophet Tanager left with not a word of saying a word
of the part of the natives of their behaviour. I thought the
and with the Tanager they were finally and honestly.

As the Tanager off the Tanager along side the Tanager
undoubtedly the Tanager and still did not further off
undoubtedly it is a matter of the Tanager the Tanager.

Wednesday 12th.

At 10 AM we left the Tanager and
left the bay with a S. E. breeze at 5 PM.

Observations on ... along the Sagittary ...
 Tuesday 20th 1876

Time	Wind	Clouds	Remarks
10:00	SE	100	Clear
11:00	SE	100	Clear
12:00	SE	100	Clear
13:00	SE	100	Clear
14:00	SE	100	Clear
15:00	SE	100	Clear
16:00	SE	100	Clear
17:00	SE	100	Clear
18:00	SE	100	Clear
19:00	SE	100	Clear
20:00	SE	100	Clear
21:00	SE	100	Clear
22:00	SE	100	Clear
23:00	SE	100	Clear
24:00	SE	100	Clear

Time	Wind	Clouds	Remarks
10:00	SE	100	Clear
11:00	SE	100	Clear
12:00	SE	100	Clear
13:00	SE	100	Clear
14:00	SE	100	Clear
15:00	SE	100	Clear
16:00	SE	100	Clear
17:00	SE	100	Clear
18:00	SE	100	Clear
19:00	SE	100	Clear
20:00	SE	100	Clear
21:00	SE	100	Clear
22:00	SE	100	Clear
23:00	SE	100	Clear
24:00	SE	100	Clear

Time	Wind	Clouds	Remarks
10:00	SE	100	Clear
11:00	SE	100	Clear
12:00	SE	100	Clear
13:00	SE	100	Clear
14:00	SE	100	Clear
15:00	SE	100	Clear
16:00	SE	100	Clear
17:00	SE	100	Clear
18:00	SE	100	Clear
19:00	SE	100	Clear
20:00	SE	100	Clear
21:00	SE	100	Clear
22:00	SE	100	Clear
23:00	SE	100	Clear
24:00	SE	100	Clear

Course	Miles	Wind	Remarks
11/10/18	30	SE	
11/11/18	2	SE	
11/12/18	4	SE	
11/13/18	4	SE	
11/14/18	5	SE	
11/15/18	5	SE	
11/16/18	5	SE	
11/17/18	5	SE	
11/18/18	5	SE	
11/19/18	5	SE	
11/20/18	5	SE	
11/21/18	5	SE	
11/22/18	5	SE	
11/23/18	5	SE	
11/24/18	5	SE	
11/25/18	5	SE	
11/26/18	5	SE	
11/27/18	5	SE	
11/28/18	5	SE	
11/29/18	5	SE	
11/30/18	5	SE	

Made several sail as was necessary.

Many birds.
 Made several sail as was necessary.
 The company is very young.

Course	Miles	Wind	Remarks
12/1/18	60	SE	
12/2/18	60	SE	
12/3/18	60	SE	
12/4/18	60	SE	
12/5/18	60	SE	
12/6/18	60	SE	
12/7/18	60	SE	
12/8/18	60	SE	
12/9/18	60	SE	
12/10/18	60	SE	
12/11/18	60	SE	
12/12/18	60	SE	
12/13/18	60	SE	
12/14/18	60	SE	
12/15/18	60	SE	
12/16/18	60	SE	
12/17/18	60	SE	
12/18/18	60	SE	
12/19/18	60	SE	
12/20/18	60	SE	
12/21/18	60	SE	
12/22/18	60	SE	
12/23/18	60	SE	
12/24/18	60	SE	
12/25/18	60	SE	
12/26/18	60	SE	
12/27/18	60	SE	
12/28/18	60	SE	
12/29/18	60	SE	
12/30/18	60	SE	

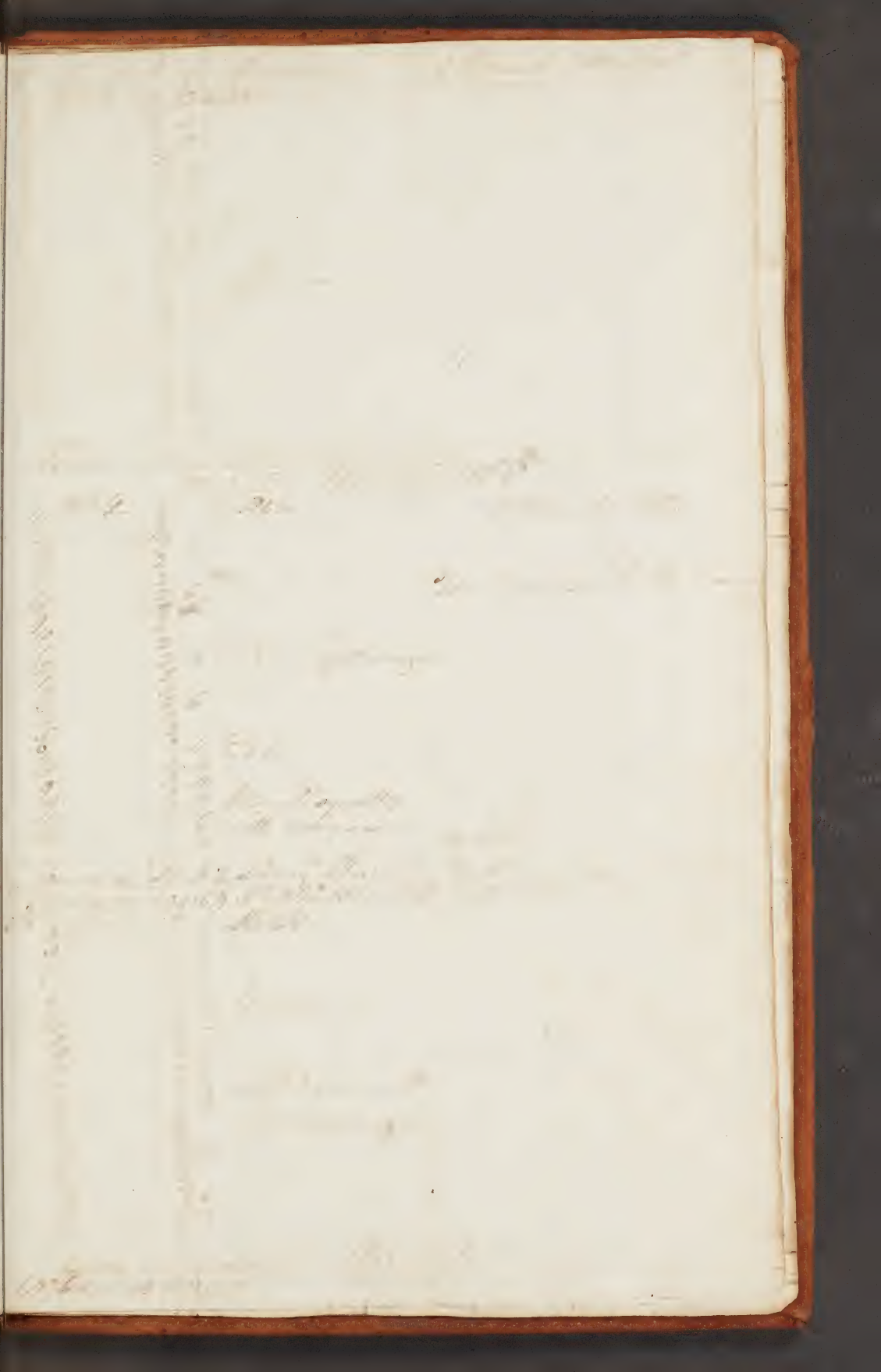
To 30th.
 Made several sail as appeared necessary.
 The company is very young.
 I observed at noon that the sun was visible which we hoped was greatly improved.

Course	Miles	Wind	Remarks
1/1/19	60	SE	
1/2/19	60	SE	
1/3/19	60	SE	
1/4/19	60	SE	
1/5/19	60	SE	
1/6/19	60	SE	
1/7/19	60	SE	
1/8/19	60	SE	
1/9/19	60	SE	
1/10/19	60	SE	
1/11/19	60	SE	
1/12/19	60	SE	
1/13/19	60	SE	
1/14/19	60	SE	
1/15/19	60	SE	
1/16/19	60	SE	
1/17/19	60	SE	
1/18/19	60	SE	
1/19/19	60	SE	
1/20/19	60	SE	
1/21/19	60	SE	
1/22/19	60	SE	
1/23/19	60	SE	
1/24/19	60	SE	
1/25/19	60	SE	
1/26/19	60	SE	
1/27/19	60	SE	
1/28/19	60	SE	
1/29/19	60	SE	
1/30/19	60	SE	

The County of Middlesex & City of London

1995

[Faint handwritten notes and bleed-through from the reverse side of the page.]



March 1st
P.P.

March 1st

W.W.

P

P

P.P.

P.P.

March 1st
P.P. 1st
P.P. 2nd
P.P. 3rd
P.P. 4th
P.P. 5th
P.P. 6th
P.P. 7th
P.P. 8th
P.P. 9th
P.P. 10th
P.P. 11th
P.P. 12th
P.P. 13th
P.P. 14th
P.P. 15th
P.P. 16th
P.P. 17th
P.P. 18th
P.P. 19th
P.P. 20th
P.P. 21st
P.P. 22nd
P.P. 23rd
P.P. 24th
P.P. 25th
P.P. 26th
P.P. 27th
P.P. 28th
P.P. 29th
P.P. 30th
P.P. 31st

March 2nd
P.P. 1st
P.P. 2nd
P.P. 3rd
P.P. 4th
P.P. 5th
P.P. 6th
P.P. 7th
P.P. 8th
P.P. 9th
P.P. 10th
P.P. 11th
P.P. 12th
P.P. 13th
P.P. 14th
P.P. 15th
P.P. 16th
P.P. 17th
P.P. 18th
P.P. 19th
P.P. 20th
P.P. 21st
P.P. 22nd
P.P. 23rd
P.P. 24th
P.P. 25th
P.P. 26th
P.P. 27th
P.P. 28th
P.P. 29th
P.P. 30th
P.P. 31st

March 3rd
P.P. 1st
P.P. 2nd
P.P. 3rd
P.P. 4th
P.P. 5th
P.P. 6th
P.P. 7th
P.P. 8th
P.P. 9th
P.P. 10th
P.P. 11th
P.P. 12th
P.P. 13th
P.P. 14th
P.P. 15th
P.P. 16th
P.P. 17th
P.P. 18th
P.P. 19th
P.P. 20th
P.P. 21st
P.P. 22nd
P.P. 23rd
P.P. 24th
P.P. 25th
P.P. 26th
P.P. 27th
P.P. 28th
P.P. 29th
P.P. 30th
P.P. 31st

P.P.

March 4th
P.P. 1st
P.P. 2nd
P.P. 3rd
P.P. 4th
P.P. 5th
P.P. 6th
P.P. 7th
P.P. 8th
P.P. 9th
P.P. 10th
P.P. 11th
P.P. 12th
P.P. 13th
P.P. 14th
P.P. 15th
P.P. 16th
P.P. 17th
P.P. 18th
P.P. 19th
P.P. 20th
P.P. 21st
P.P. 22nd
P.P. 23rd
P.P. 24th
P.P. 25th
P.P. 26th
P.P. 27th
P.P. 28th
P.P. 29th
P.P. 30th
P.P. 31st

March 5th
P.P. 1st
P.P. 2nd
P.P. 3rd
P.P. 4th
P.P. 5th
P.P. 6th
P.P. 7th
P.P. 8th
P.P. 9th
P.P. 10th
P.P. 11th
P.P. 12th
P.P. 13th
P.P. 14th
P.P. 15th
P.P. 16th
P.P. 17th
P.P. 18th
P.P. 19th
P.P. 20th
P.P. 21st
P.P. 22nd
P.P. 23rd
P.P. 24th
P.P. 25th
P.P. 26th
P.P. 27th
P.P. 28th
P.P. 29th
P.P. 30th
P.P. 31st

P.P.

March 6th
P.P. 1st
P.P. 2nd
P.P. 3rd
P.P. 4th
P.P. 5th
P.P. 6th
P.P. 7th
P.P. 8th
P.P. 9th
P.P. 10th
P.P. 11th
P.P. 12th
P.P. 13th
P.P. 14th
P.P. 15th
P.P. 16th
P.P. 17th
P.P. 18th
P.P. 19th
P.P. 20th
P.P. 21st
P.P. 22nd
P.P. 23rd
P.P. 24th
P.P. 25th
P.P. 26th
P.P. 27th
P.P. 28th
P.P. 29th
P.P. 30th
P.P. 31st

1/2 1/2 1/2

[Faint, mostly illegible handwritten text, likely bleed-through from the reverse side of the page. The text is arranged in several paragraphs and includes some numbers and possibly names.]

1871

1871

[Faint, illegible handwritten text, likely bleed-through from the reverse side of the page.]

[Faint, illegible handwriting throughout the page, possibly bleed-through from the reverse side.]

11th June 1844

11th June 1844

11th June 1844

11th June 1844

11th June 1844

11th June 1844

11th June 1844

11th June 1844

11th June 1844

11th June 1844

11th June 1844

11th June 1844

11th June 1844

11th June 1844

11th June 1844

11th June 1844

11th June 1844

11th June 1844

11th June 1844

11th June 1844

11th June 1844

11th June 1844

11th June 1844

11th June 1844

11th June 1844

11th June 1844

11th June 1844

11th June 1844

11th June 1844

11th June 1844

11th June 1844

1. 1st of March
 2. 2nd of March
 3. 3rd of March
 4. 4th of March
 5. 5th of March
 6. 6th of March
 7. 7th of March
 8. 8th of March
 9. 9th of March
 10. 10th of March
 11. 11th of March
 12. 12th of March
 13. 13th of March
 14. 14th of March
 15. 15th of March
 16. 16th of March
 17. 17th of March
 18. 18th of March
 19. 19th of March
 20. 20th of March
 21. 21st of March
 22. 22nd of March
 23. 23rd of March
 24. 24th of March
 25. 25th of March
 26. 26th of March
 27. 27th of March
 28. 28th of March
 29. 29th of March
 30. 30th of March
 31. 31st of March

The first of March
 The second of March
 The third of March
 The fourth of March
 The fifth of March
 The sixth of March
 The seventh of March
 The eighth of March
 The ninth of March
 The tenth of March
 The eleventh of March
 The twelfth of March
 The thirteenth of March
 The fourteenth of March
 The fifteenth of March
 The sixteenth of March
 The seventeenth of March
 The eighteenth of March
 The nineteenth of March
 The twentieth of March
 The twenty-first of March
 The twenty-second of March
 The twenty-third of March
 The twenty-fourth of March
 The twenty-fifth of March
 The twenty-sixth of March
 The twenty-seventh of March
 The twenty-eighth of March
 The twenty-ninth of March
 The thirtieth of March
 The thirty-first of March

The Lane

St of

6th April 45

My dear Mr. [illegible]
I have just received your letter of the 4th inst.
and am glad to hear that you are well.
I am, I hope, the same.

Yours faithfully
[illegible]

I have just received your letter of the 4th inst.
and am glad to hear that you are well.
I am, I hope, the same.
I have just received your letter of the 4th inst.
and am glad to hear that you are well.
I am, I hope, the same.

Yours faithfully
[illegible]

71.6
 (Cousins) 2.12.10.11.12.13.14.15.16.17.18.19.20.21.22.23.24.25.26.27.28.29.30.31.32.33.34.35.36.37.38.39.40.41.42.43.44.45.46.47.48.49.50.51.52.53.54.55.56.57.58.59.60.61.62.63.64.65.66.67.68.69.70.71.72.73.74.75.76.77.78.79.80.81.82.83.84.85.86.87.88.89.90.91.92.93.94.95.96.97.98.99.100.101.102.103.104.105.106.107.108.109.110.111.112.113.114.115.116.117.118.119.120.121.122.123.124.125.126.127.128.129.130.131.132.133.134.135.136.137.138.139.140.141.142.143.144.145.146.147.148.149.150.151.152.153.154.155.156.157.158.159.160.161.162.163.164.165.166.167.168.169.170.171.172.173.174.175.176.177.178.179.180.181.182.183.184.185.186.187.188.189.190.191.192.193.194.195.196.197.198.199.200.201.202.203.204.205.206.207.208.209.210.211.212.213.214.215.216.217.218.219.220.221.222.223.224.225.226.227.228.229.230.231.232.233.234.235.236.237.238.239.240.241.242.243.244.245.246.247.248.249.250.251.252.253.254.255.256.257.258.259.260.261.262.263.264.265.266.267.268.269.270.271.272.273.274.275.276.277.278.279.280.281.282.283.284.285.286.287.288.289.290.291.292.293.294.295.296.297.298.299.300.301.302.303.304.305.306.307.308.309.310.311.312.313.314.315.316.317.318.319.320.321.322.323.324.325.326.327.328.329.330.331.332.333.334.335.336.337.338.339.340.341.342.343.344.345.346.347.348.349.350.351.352.353.354.355.356.357.358.359.360.361.362.363.364.365.366.367.368.369.370.371.372.373.374.375.376.377.378.379.380.381.382.383.384.385.386.387.388.389.390.391.392.393.394.395.396.397.398.399.400.401.402.403.404.405.406.407.408.409.410.411.412.413.414.415.416.417.418.419.420.421.422.423.424.425.426.427.428.429.430.431.432.433.434.435.436.437.438.439.440.441.442.443.444.445.446.447.448.449.450.451.452.453.454.455.456.457.458.459.460.461.462.463.464.465.466.467.468.469.470.471.472.473.474.475.476.477.478.479.480.481.482.483.484.485.486.487.488.489.490.491.492.493.494.495.496.497.498.499.500.501.502.503.504.505.506.507.508.509.510.511.512.513.514.515.516.517.518.519.520.521.522.523.524.525.526.527.528.529.530.531.532.533.534.535.536.537.538.539.540.541.542.543.544.545.546.547.548.549.550.551.552.553.554.555.556.557.558.559.560.561.562.563.564.565.566.567.568.569.570.571.572.573.574.575.576.577.578.579.580.581.582.583.584.585.586.587.588.589.590.591.592.593.594.595.596.597.598.599.600.601.602.603.604.605.606.607.608.609.610.611.612.613.614.615.616.617.618.619.620.621.622.623.624.625.626.627.628.629.630.631.632.633.634.635.636.637.638.639.640.641.642.643.644.645.646.647.648.649.650.651.652.653.654.655.656.657.658.659.660.661.662.663.664.665.666.667.668.669.670.671.672.673.674.675.676.677.678.679.680.681.682.683.684.685.686.687.688.689.690.691.692.693.694.695.696.697.698.699.700.701.702.703.704.705.706.707.708.709.710.711.712.713.714.715.716.717.718.719.720.721.722.723.724.725.726.727.728.729.730.731.732.733.734.735.736.737.738.739.740.741.742.743.744.745.746.747.748.749.750.751.752.753.754.755.756.757.758.759.760.761.762.763.764.765.766.767.768.769.770.771.772.773.774.775.776.777.778.779.780.781.782.783.784.785.786.787.788.789.790.791.792.793.794.795.796.797.798.799.800.801.802.803.804.805.806.807.808.809.810.811.812.813.814.815.816.817.818.819.820.821.822.823.824.825.826.827.828.829.830.831.832.833.834.835.836.837.838.839.840.841.842.843.844.845.846.847.848.849.850.851.852.853.854.855.856.857.858.859.860.861.862.863.864.865.866.867.868.869.870.871.872.873.874.875.876.877.878.879.880.881.882.883.884.885.886.887.888.889.890.891.892.893.894.895.896.897.898.899.900.901.902.903.904.905.906.907.908.909.910.911.912.913.914.915.916.917.918.919.920.921.922.923.924.925.926.927.928.929.930.931.932.933.934.935.936.937.938.939.940.941.942.943.944.945.946.947.948.949.950.951.952.953.954.955.956.957.958.959.960.961.962.963.964.965.966.967.968.969.970.971.972.973.974.975.976.977.978.979.980.981.982.983.984.985.986.987.988.989.990.991.992.993.994.995.996.997.998.999.1000.1001.1002.1003.1004.1005.1006.1007.1008.1009.1010.1011.1012.1013.1014.1015.1016.1017.1018.1019.1020.1021.1022.1023.1024.1025.1026.1027.1028.1029.1030.1031.1032.1033.1034.1035.1036.1037.1038.1039.10

Hour	Course	H	f	Winds -	12th April 1796
1	S. E.	2	6	E. N. E.	
2		2	2	N. E.	At 2 P.M. Apph. Seme. Long. by am of 2 sets of 11. 00 D. 120. 46. 20 E.
3		2	4		4 P.M. Cape River E. S. E. P. S. Dore
4		2	4		5 P.M. 50 62 D.
5		2	4		
6		2	4		
7	N.W.	2	4		
8		2	4		
9		2	4		
10		2	4		
11		2	4		
12	N. W.	2	4		
1		2	4		
2		2	4		
3		2	4		
4		2	4		
5		2	4		
6		2	4		
7		2	4		
8		2	4		
9		2	4		
10		2	4		
11		2	4		
12		2	4		
1		2	4		
2		2	4		
3		2	4		
4		2	4		
5		2	4		
6		2	4		
7		2	4		
8		2	4		
9		2	4		
10		2	4		
11		2	4		
12		2	4		
1		2	4		
2		2	4		
3		2	4		
4		2	4		
5		2	4		
6		2	4		
7		2	4		
8		2	4		
9		2	4		
10		2	4		
11		2	4		
12		2	4		
1		2	4		
2		2	4		
3		2	4		
4		2	4		
5		2	4		
6		2	4		
7		2	4		
8		2	4		
9		2	4		
10		2	4		
11		2	4		
12		2	4		
1		2	4		
2		2	4		
3		2	4		
4		2	4		
5		2	4		
6		2	4		
7		2	4		
8		2	4		
9		2	4		
10		2	4		
11		2	4		
12		2	4		
1		2	4		
2		2	4		
3		2	4		
4		2	4		
5		2	4		
6		2	4		
7		2	4		
8		2	4		
9		2	4		
10		2	4		
11		2	4		
12		2	4		
1		2	4		
2		2	4		
3		2	4		
4		2	4		
5		2	4		
6		2	4		
7		2	4		

Phillips Library



3 6234 00068966 4

Depth to upper
throat } part of y horns

